

CITY of SALISBURY: DOWNTOWN MAIN STREET PLAN

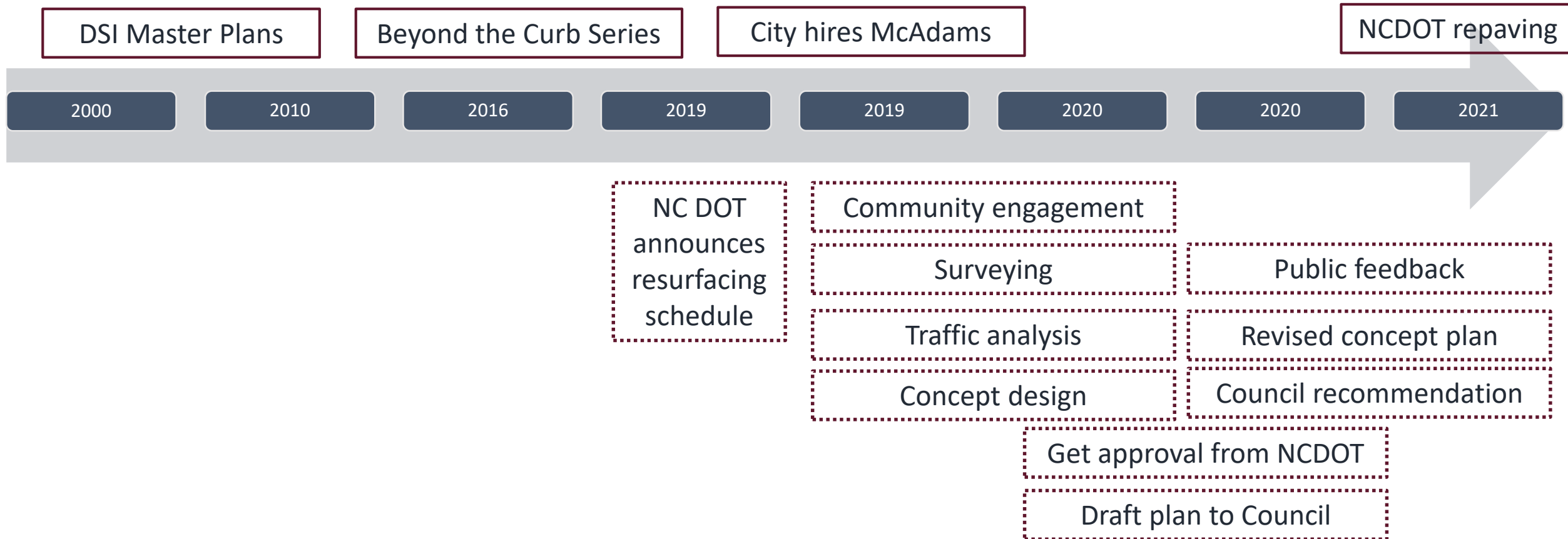
Recommended Transitional Striping Plan and Streetscape Plan



Brief History of Project

CITY of SALISBURY:
DOWNTOWN MAIN STREET PLAN
Proposed Transitional Striping Plan and Streetscape Plan

What got us here?



Brief History of Project

CITY of SALISBURY:
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Public Feedback since December 1, 2020 Council Presentation



Photo credit: Natalie Anderson, Salisbury Post

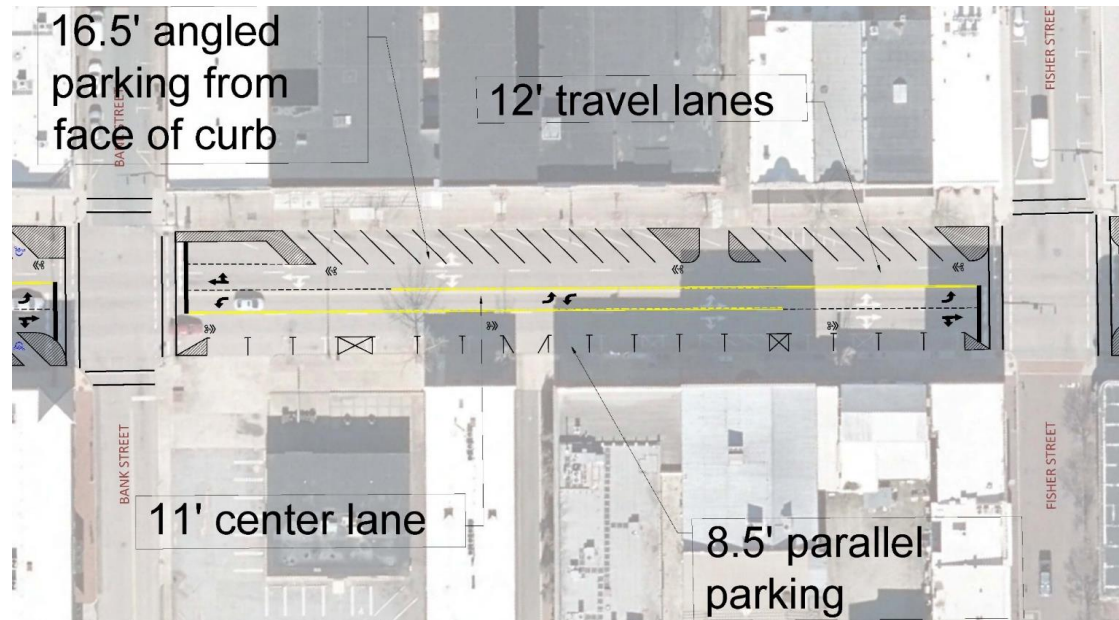
- Ten (10) formal presentations to various community groups
- Forty (40) small group or one-on-one meetings
- Three (3) on-street outdoor/in-person events
- Canvassing of eighty-five (85) establishments to raise awareness
- Online, interactive map for people to leave comments/suggestions
- Posts and articles via social media, the Lamplighter, the Salisbury Post

Plan Phases/Scope

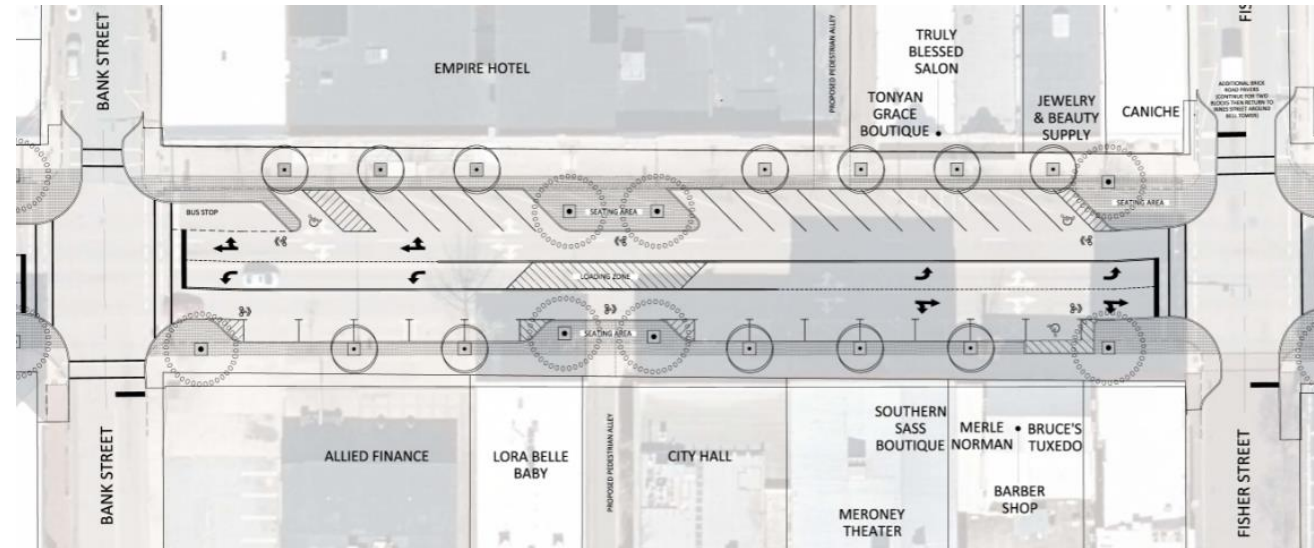
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Striping and Concept Plans

Phase I - Restriping Plan



Phase II - Concept Plan



200 block South Main Street

Plan Phases/Scope

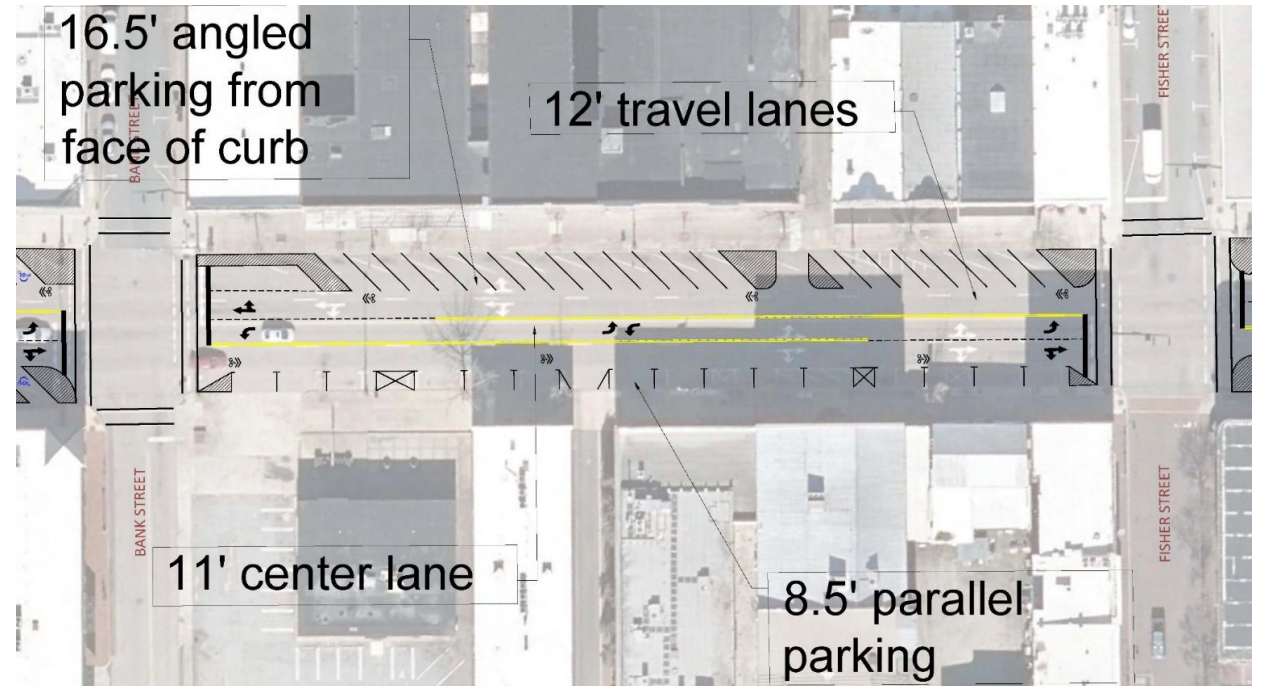
Striping Plan

1. Phase I – Restriping Plan

NC DOT expects early summer 2021

- Restripe from a 4-lane cross section to a 3-lane cross section
- Change angle of parking from shallow 30 degrees, to 45 degrees
- Center turn lane allows for left turns from Main St onto Innes Street

Phase I - Restriping Plan



200 block South Main Street

Plan Phases/Scope

Striping Plan

- Limits from Lafayette St to 200' south of Chestnut St
 - Milling/resurfacing approx. \$200,000
- Work restricted to 8 pm to 6 am
- Traffic lane striping by contractor (approx. \$40,000)
- City responsible for parking striping/bike lane symbols and any required signal changes

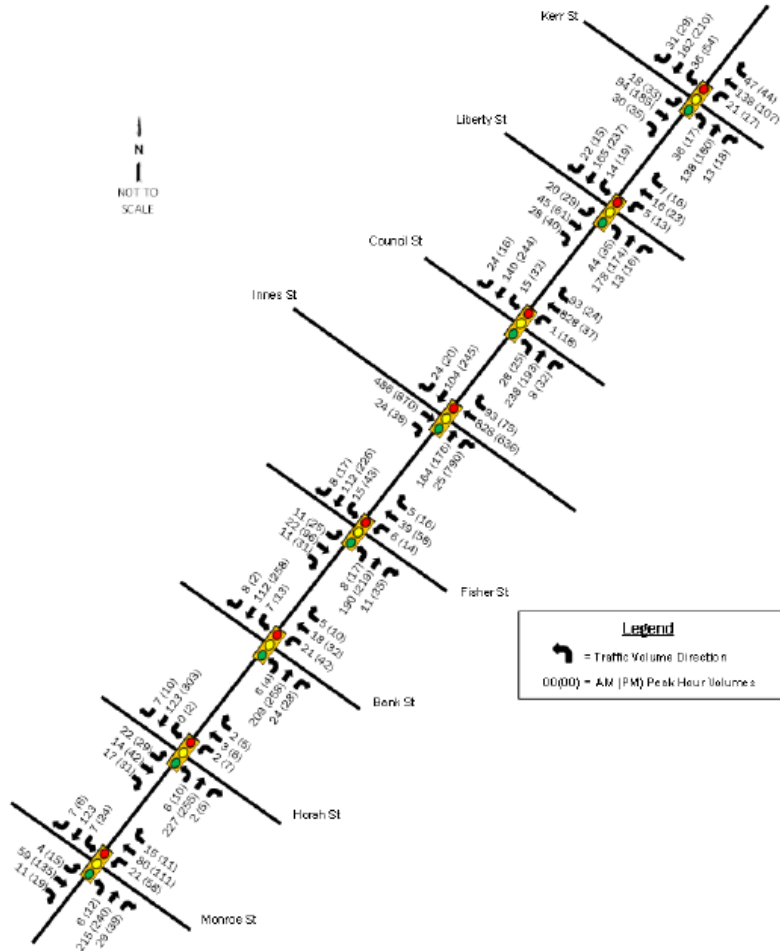
Plan Phases/Scope

Striping Plan

Alternative	Cross Section	Posted Speed ¹	Lane Widths	Maximum LOS D Volume ²	2019 AADT	2040 AADT
Existing	4 Lane Undivided	25 mph	11 foot	21,400	7,100	10,800
Proposed	3 Lane Undivided	25 mph	11 foot	12,700		

¹ HCM methodology provides LOS for facilities with posted speed limit ≥ 25 miles per hour.
² NCDOT LOS D Standards for System Level Planning data for Major Thoroughfare in the Piedmont region.

Figure 2: Existing (2019) Peak Hour Volumes



Plan Phases/Scope

30 degree parking angle to a 45 degree angle



Existing Parking

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Proposed Parking



Plan Phases/Scope

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4 Lanes to 4 Lanes



Plan Phases/Scope

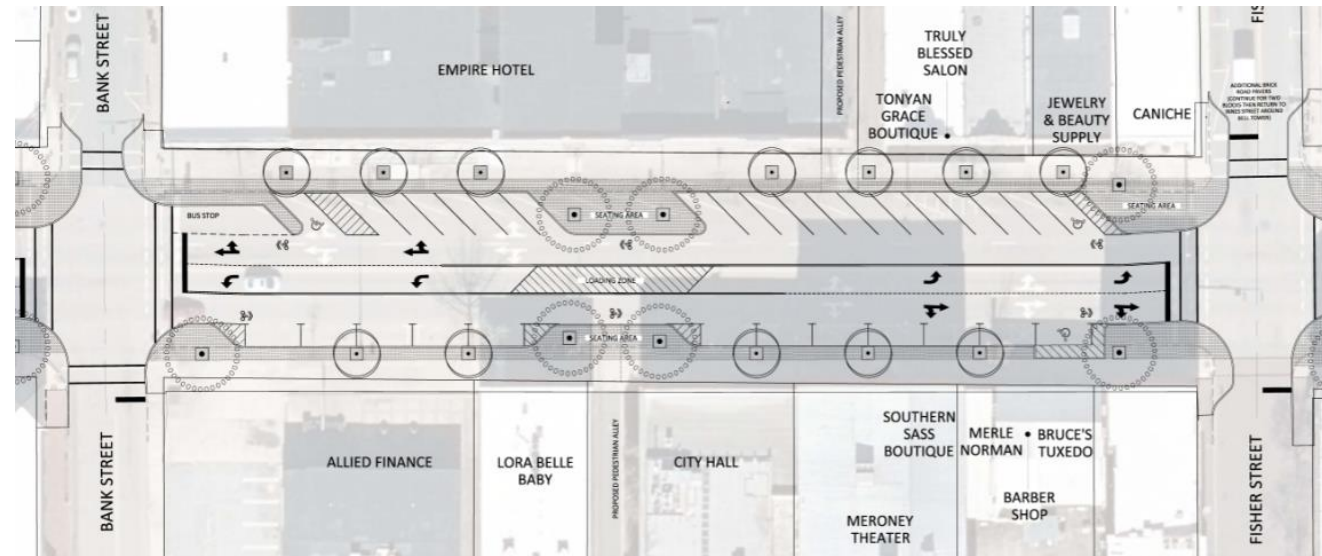
Concept Plan

2. Phase II – Concept Plan

*Dependent on funding availability;
Consider phased approach*

- Sidewalk bump-outs at intersections and midblock locations
- Replace sidewalks, street trees, trash/recycling bins
- Add streetscape furniture, art, lighting, bike racks and landscaping

Phase II - Concept Plan



200 block South Main Street

*If Concept Plan is adopted, there would be a **Final Design/Construction Document Phase** where modifications will be made. The next plan would also address landscaping, lighting, and more amenity details.*

Why is it important?

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- Multimodal safety and functionality
- Beautification
- Balance space for cars and space for people
- Increased/Improved parking
- Economic development / economic competitiveness
- Upgraded lighting and amenities

**"What attracts people most, it
would appear, is other people."**

-William H. Whyte

Concept Plan

Most common questions / Feedback received



- **Parking**
 - On-street capacity
 - # and location of **Handicap** Parking
 - Need for a long term off-street parking solution
- **Traffic flow** – 3 lanes vs. 4 lanes
- **Deliveries** – designated zones and center lane
- Accommodations for **bikes** – sharrows, alternative route signs/markings, bike parking
- **Creating places for people, not cars** – Intersection safety, outdoor dining, pedestrian scale lighting; opportunities for improved streetscape amenities
- Impact to **small businesses** during construction
- Concern over **cost**, compared to benefit



Parking

Parking Numbers Per Block

Stretch	Existing	Dec. Draft Plan	Striping Plan	Concept Plan
Lafayette to Franklin	0	0	0	3
Franklin to Cemetery	5	5	0	5
Cemetery to Kerr	4	4	4	8
Kerr to Liberty	31	23	40	34
Liberty to Council	29	24	39	30
Council to Innes	38	38	56	41
Innes to Fisher	39	29	50	35 / 40
Fisher to Bank	26	32	37	31
Bank to Horah	27	30	46	31
Horah to Monroe	0	13	13	13
Monroe to Military	0	0	0	0
Military to Thomas	0	0	0	0
Thomas to Knox	0	0	0	0
Knox to McCubbins	0	0	0	0
McCubbins to Chestnut	0	0	0	0
Total On-Street Parking Spaces	199	198	285	231/236

Parking Summary

Total Parking Numbers along Main Street

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	Total Handicap Parking
Existing	16
Striping Plan	18
Concept Plan	24 (approx. 4 /block)

	Total Bike Parking
Existing	12
Striping Plan	18
Concept Plan	30 (approx. 5/block)

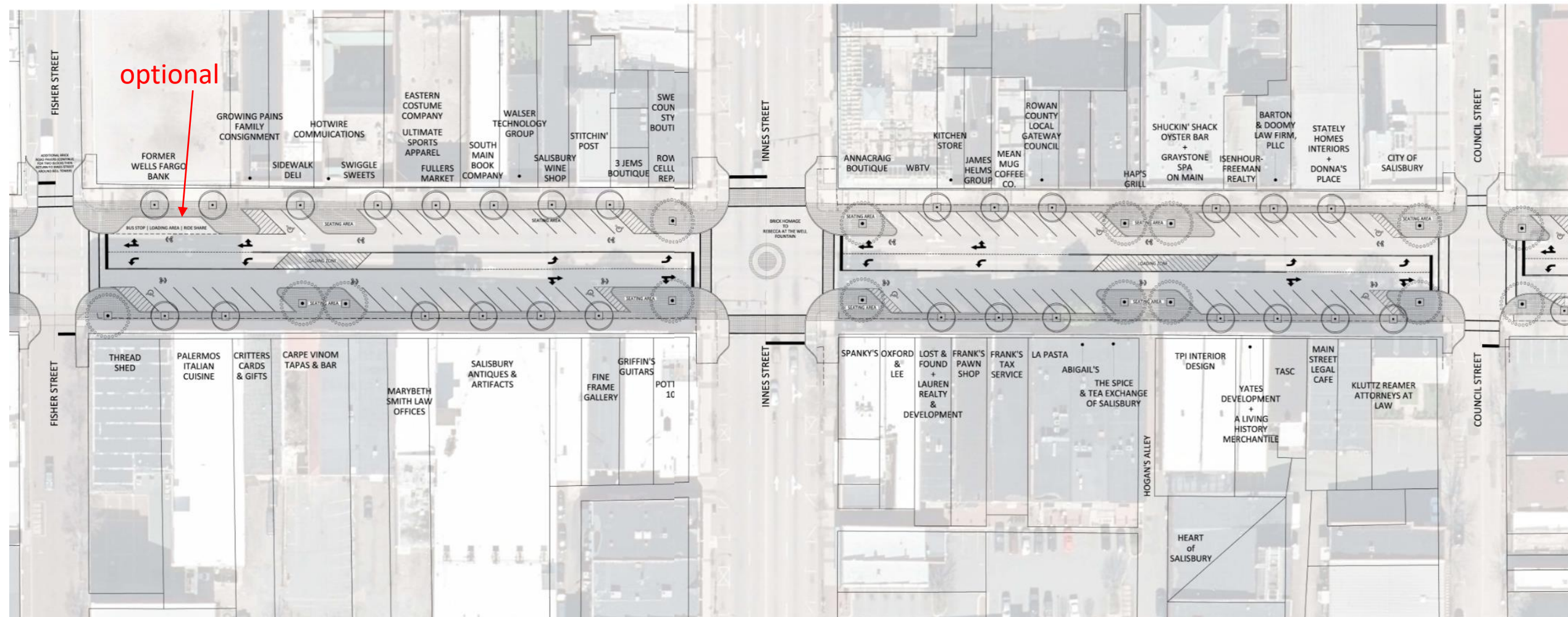
	Total Vehicle Parking
Existing	199
Striping Plan	285
Concept Plan	231/236



Concept Plan

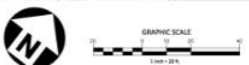
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100 Blocks of Revised Concept Plan



100 block of South Main

100 block of North Main

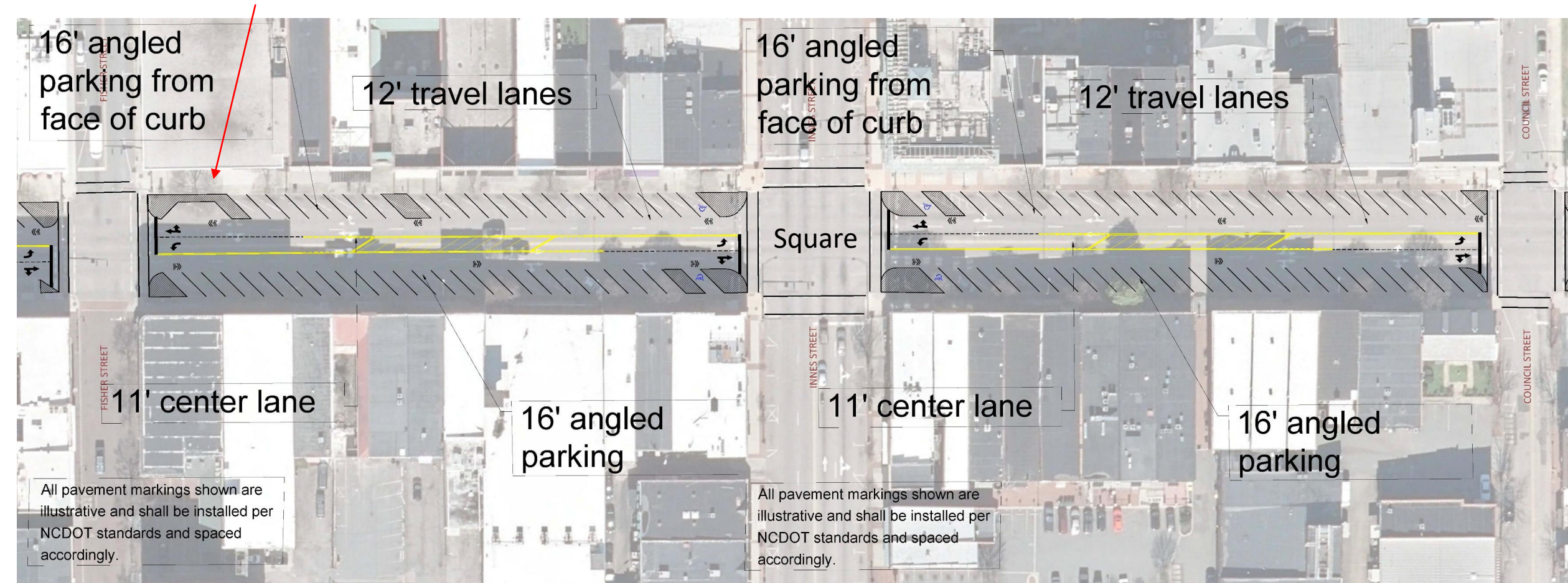


Striping Plan

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100 Blocks of Revised Striping Plan

Optional loading zone



100 block of South Main

100 block of North Main

Concept Plan

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What is the result?

PLAN RENDERINGS

Parallel Parking Both Sides (Example: Monroe to Horah)



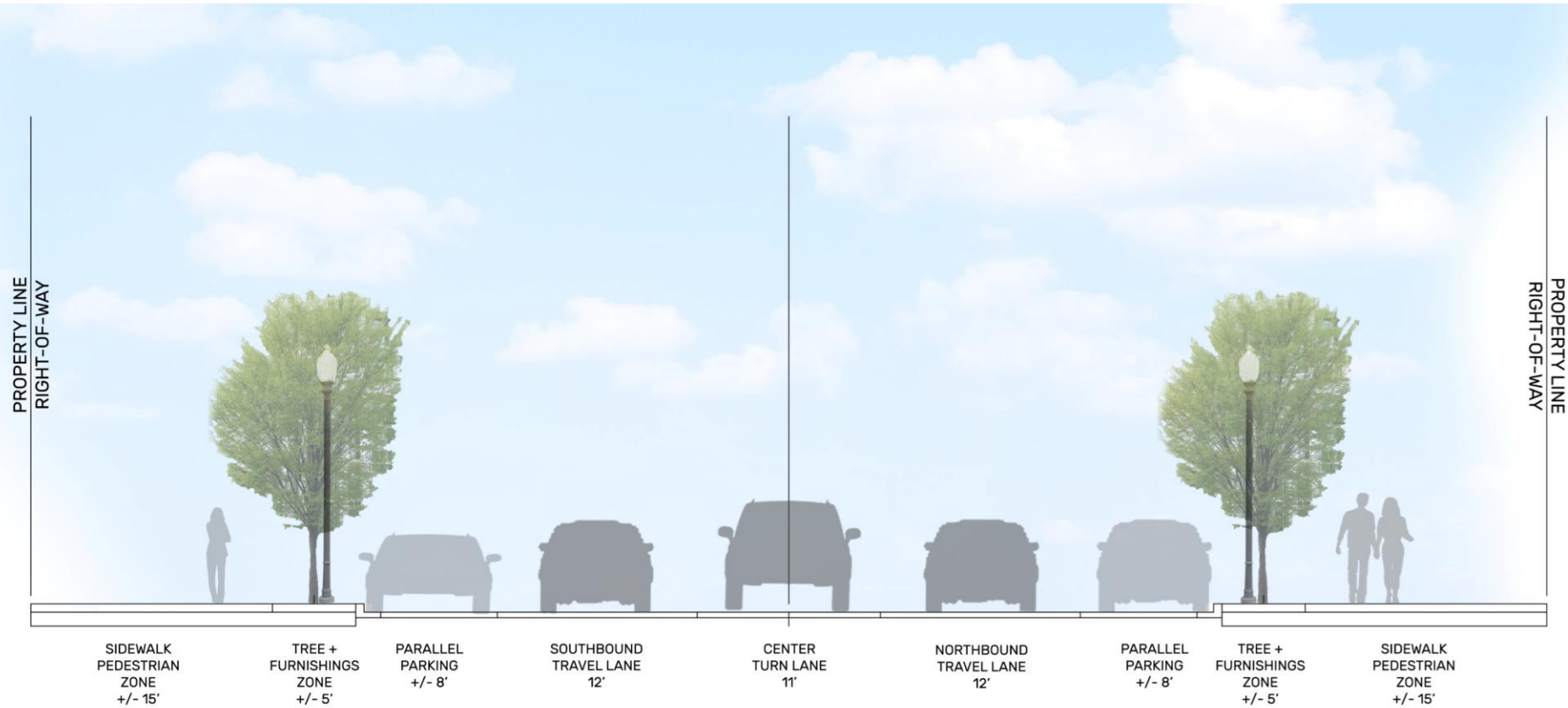
Concept Plan

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What is the result?

PLAN RENDERINGS

Cross-Section (Example: Monroe to Horah)



PARALLEL PARKING BOTH SIDES
(MONROE STREET TO HORAH STREET EXAMPLE)
+/- 90' RIGHT-OF-WAY WIDTH

Concept Plan

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What is the result?

PLAN RENDERINGS

Parallel Parking One Side; Diagonal Other (Example: Bank to Fisher)



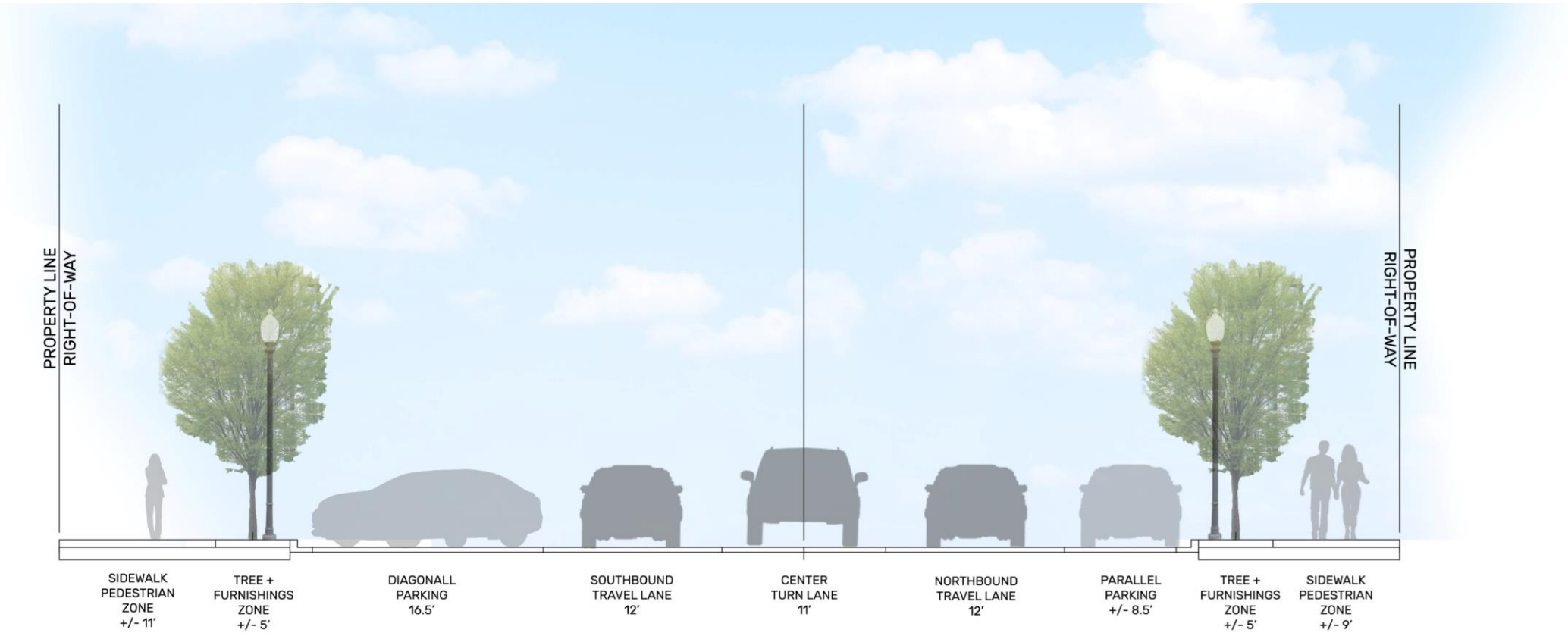
Concept Plan

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What is the result?

PLAN RENDERINGS

Cross-Section (Example: Bank to Fisher)



DIAGONAL PARKING ONE SIDE + PARALLEL PARKING ONE SIDE

(BANK STREET TO FISHER STREET EXAMPLE)

+/- 90' RIGHT-OF-WAY WIDTH

Concept Plan

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What is the result?

PLAN RENDERINGS

Diagonal Parking Both Sides (Example: Fisher to Innes)



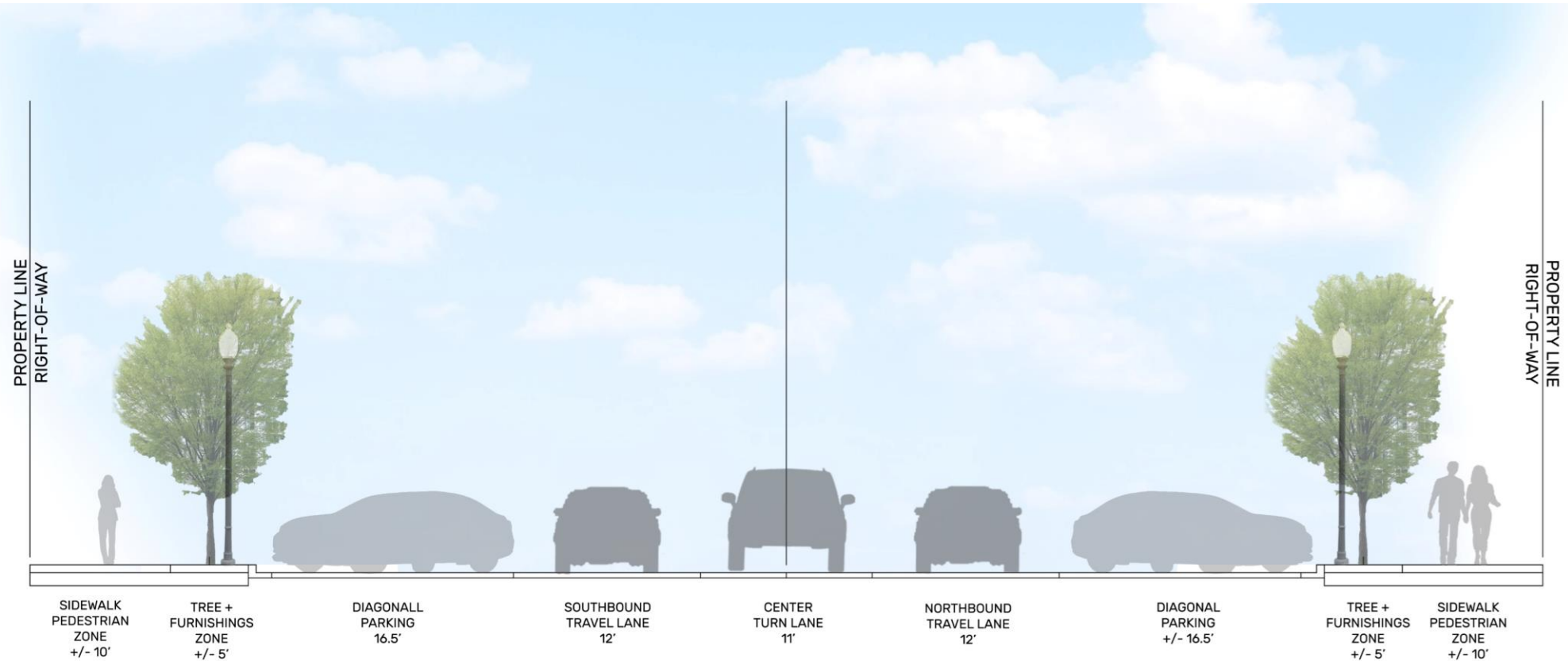
Concept Plan

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What is the result?

PLAN RENDERINGS

Cross-Section (Example: Fisher to Innes)



DIAGONAL PARKING BOTH SIDES
(FISHER STREET TO INNES STREET EXAMPLE)
+/- 98' RIGHT-OF-WAY WIDTH

Concept Plan

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What is the result?

PLAN RENDERINGS

Diagonal Parking Both Sides (Example: Liberty to Kerr)



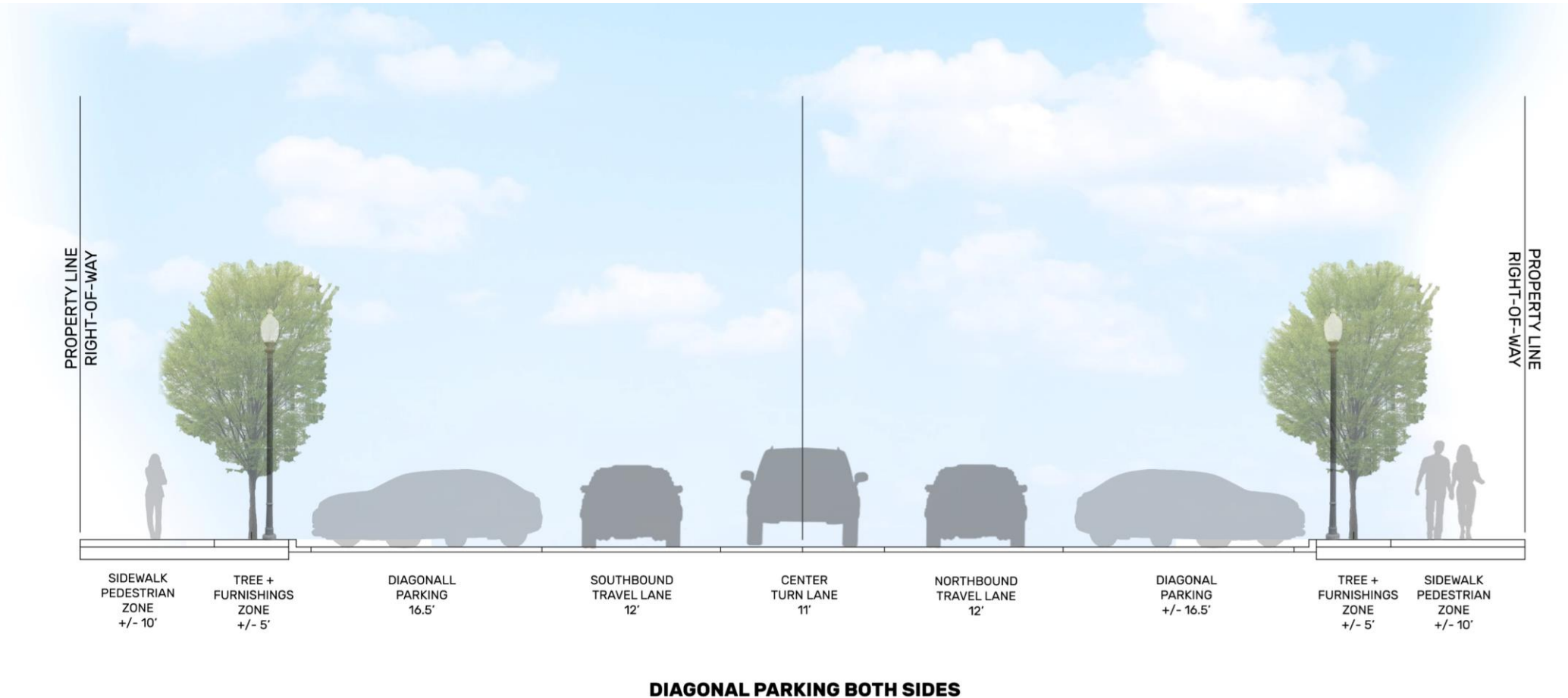
Concept Plan

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What is the result?

PLAN RENDERINGS

Cross-Section (Example: Liberty to Kerr)



Concept Plan

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What is the result?

PLAN RENDERINGS

No Added Parking | Landscape + Sidewalk Improvements (Example: Kerr to Cemetery)



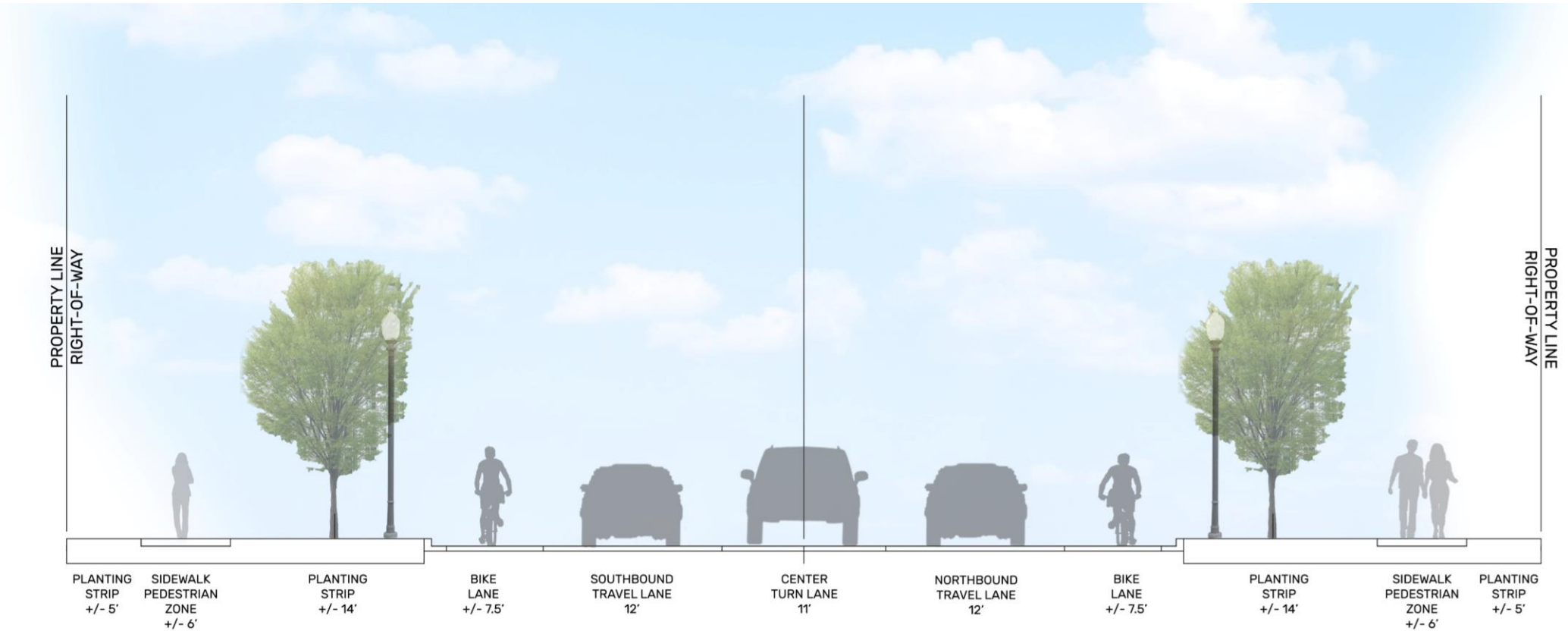
Concept Plan

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What is the result?

PLAN RENDERINGS

Cross-Section (Example: Kerr to Cemetery)



PARALLEL PARKING BOTH SIDES
(KERR STREET TO CEMETERY STREET EXAMPLE)
+/- 100' RIGHT-OF-WAY WIDTH

Concept Plan

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PLAN RENDERINGS

Character Perspective (Example: Looking South at Fisher Intersection)



Concept Plan

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PLAN RENDERINGS

Character Perspective (Example: Looking North at Innes Intersection)



Concept Plan

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PLAN RENDERINGS

Character Perspective (Example: Looking South at Innes Intersection)



Requests

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Next steps

March 2nd: Receive public comment

March 16th: Consider adoption of both plans:

1. Striping Plan
2. Concept Plan



Staff Contact

CITY of SALISBURY:
DOWNTOWN MAIN STREET PLAN
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Project Website:

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Economic Impact

Examples from NC

Public improvements generate private investment, improve community image, attract visitors and increase the tax base.

- **New Bern:** \$4 million investment in 8 blocks resulted in \$260 million in private and public investment
- **Goldsboro:** \$1.4 million investment + TIGER grant resulted in 49 new businesses since 2010; 9 significant rehabilitations
- **Raleigh:** \$10 million investment resulted in \$3 billion in 6 years

Staying Competitive

Cities Investing in Downtown Streetscape

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HENDERSONVILLE



STATESVILLE



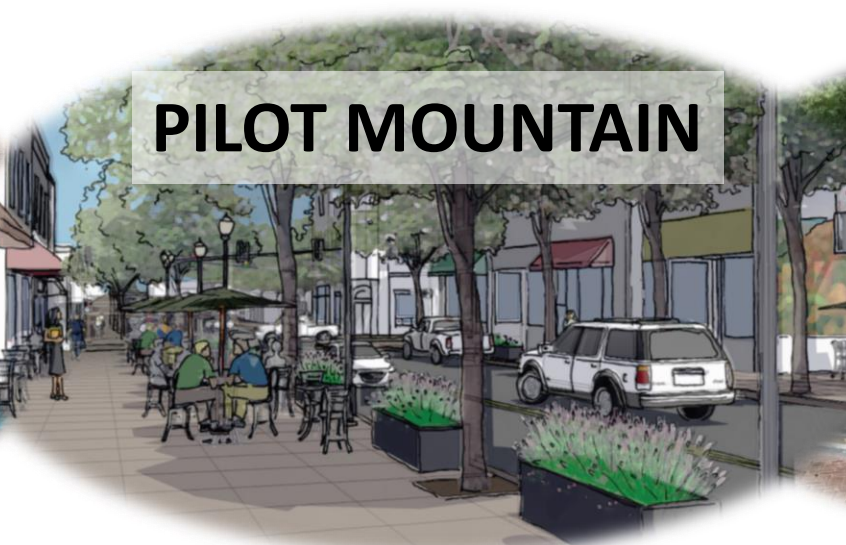
NEWTON



KANNAPOLIS



PILOT MOUNTAIN



SHELBY



Pilot Project

Outdoor dining/bump out examples



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- Activate Salisbury's downtown streets through unique, community-driven projects
- Support local businesses and promote economic vitality
- Supply new spaces for community interaction
- Encourage walking, biking, and time spent in the downtown
- Provide safe, comfortable, and useful public spaces within the public right of way

Accident Data

Figure 3: Crash Map

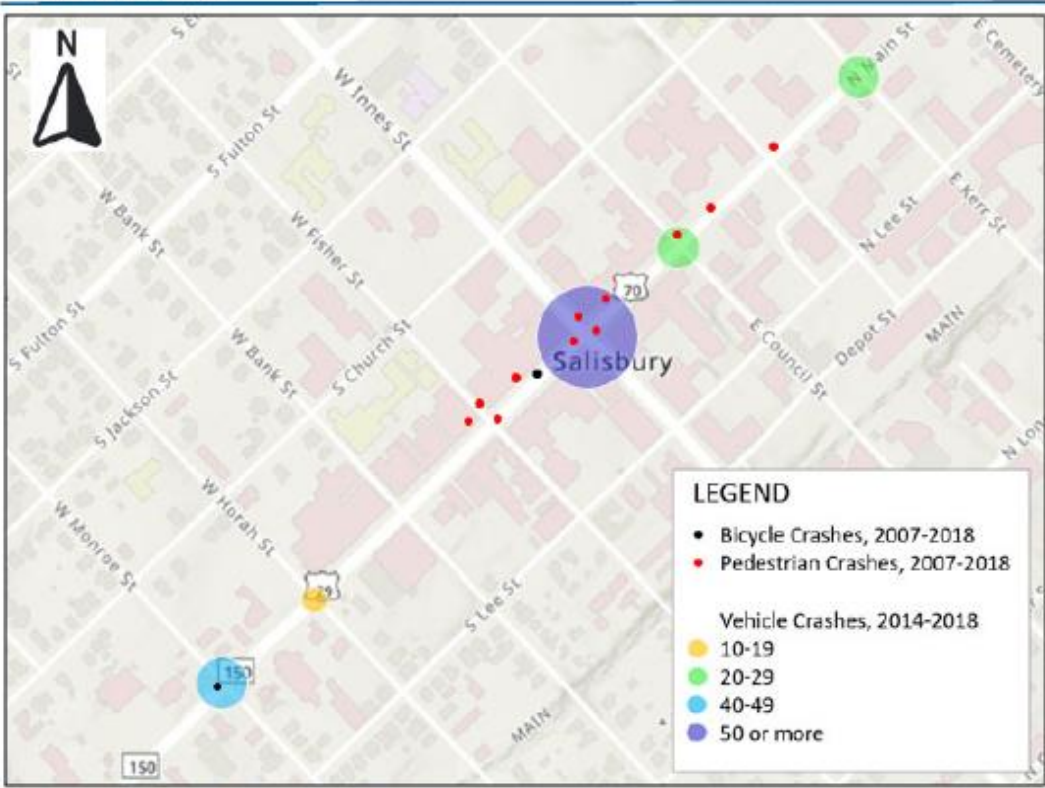


Table 2: Main Street Crash Analysis Summary

Intersection ¹	Crash Type ²				
	Vehicle		Bicycle	Pedestrian	TOTAL
	Injury	PDO			
Kerr Street	7	18	-	-	25
Liberty Street	-	-	-	-	-
Council Street	5	19	-	1	25
Innes Street	13	60	-	5	78
Fisher Street	-	-	-	-	-
Bank Street	-	-	-	-	-
Horah Street	5	6	-	-	11
Monroe Street	13	31	1	-	45
TOTAL	43	134	1	6	184

¹ Includes crashes reported at a specific intersection or within 200 feet of any approach.
² NCDOT Traffic Safety Unit Crash Data; Vehicles 2014-2018, Bikes/Pedestrians 2007-2018.

trafficaccidentdata2020 selection					
ACCI_ID	TA_DATE_D	STREETNBR	STREET	INNEAR	Full Address
38361	1/14/2020	100	E INNES ST/N MAIN ST	I	100 E INNES ST/N MAIN ST
38388	1/16/2020	299	N MAIN ST/E LIBERTY ST	I	299 N MAIN ST/E LIBERTY ST
40025	1/22/2021	100	E INNES ST/S MAIN ST	I	100 E INNES ST/S MAIN ST
38336	1/3/2020	299	N MAIN ST/E LIBERTY ST	I	299 N MAIN ST/E LIBERTY ST
39516	10/13/2020	199	N MAIN ST/W COUNCIL ST	I	199 N MAIN ST/W COUNCIL ST
39540	10/18/2020	100	E INNES ST/N MAIN ST	I	100 E INNES ST/N MAIN ST
39468	10/5/2020	100	N MAIN ST/E INNES ST	I	100 N MAIN ST/E INNES ST
39745	11/24/2020	299	N MAIN ST/W LIBERTY ST	I	299 N MAIN ST/W LIBERTY ST
39636	11/5/2020	299	N MAIN ST/W LIBERTY ST	I	299 N MAIN ST/W LIBERTY ST
39847	12/15/2020	100	W LIBERTY ST/N MAIN ST	I	100 W LIBERTY ST/N MAIN ST
39867	12/17/2020	100	E FISHER ST/S MAIN ST	I	100 E FISHER ST/S MAIN ST
39882	12/18/2020	100	E INNES ST/N MAIN ST	I	100 E INNES ST/N MAIN ST
40058	2/1/2021	299	N MAIN ST/E LIBERTY ST	I	299 N MAIN ST/E LIBERTY ST
40067	2/1/2021	299	N MAIN ST/E LIBERTY ST		299 N MAIN ST/E LIBERTY ST
40105	2/11/2021	100	E INNES ST/S MAIN ST	I	100 E INNES ST/S MAIN ST
38512	2/12/2020	100	W INNES ST/S MAIN ST	I	100 W INNES ST/S MAIN ST
38525	2/13/2020	00	N MAIN ST/E INNES ST		100 N MAIN ST/E INNES ST
38586	2/22/2020	299	S MAIN ST/W BANK ST	I	299 S MAIN ST/W BANK ST
38482	2/3/2020	126	N MAIN ST	I	126 N MAIN ST
38638	3/10/2020	100	W INNES ST/S MAIN ST	I	100 W INNES ST/S MAIN ST
38719	3/30/2020	100	E INNES ST/S MAIN ST	I	100 E INNES ST/S MAIN ST
38624	3/5/2020	100	S MAIN ST/E INNES ST	I	100 S MAIN ST/E INNES ST
38758	4/13/2020	100	W FISHER ST/S MAIN ST	I	100 W FISHER ST/S MAIN ST
38906	5/19/2020	199	N MAIN ST/E COUNCIL ST	I	199 N MAIN ST/E COUNCIL ST
38918	5/22/2020	199	S MAIN ST/E FISHER ST	I	199 S MAIN ST/E FISHER ST
38951	6/1/2020	100	W FISHER ST/S MAIN ST	I	100 W FISHER ST/S MAIN ST
39036	6/22/2020	299	N MAIN ST/W LIBERTY ST	I	299 N MAIN ST/W LIBERTY ST
39162	7/22/2020	100	W FISHER ST/S MAIN ST	I	100 W FISHER ST/S MAIN ST
39356	9/12/2020	199	S MAIN ST/E FISHER ST	I	199 S MAIN ST/E FISHER ST
39358	9/13/2020	100	E INNES ST/S MAIN ST	I	100 E INNES ST/S MAIN ST